PLAINVILLE MUNICIPAL AIRPORT
CITY OF PLAINVILLE

SAMPLE
AIRPORT CERTIFICATION SPECIFICATIONS

PLAINVILLE, MISSOURI

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Mel Bakersfeld
Airport Manager

FAA Approved

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Date:

AIRPORT CERTIFICATION SPECIFICATIONS
PAGE REVISION LOG

The ACS was completely revised March 1, 1999. All pages revised since this date are listed below with the latest revision date.

Page	Date	Page	Date

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AIRPORT CERTIFICATION SPECIFICATIONS DISTRIBUTION LIST

The official file copy of the Airport Certification Specifications is maintained in the Airport Manager's Office.

Copies of the Airport Certification Specifications, including all revisions and amendments, are distributed to the following personnel with airport certification related responsibilities:

FAA Note: List any departments, agencies or personnel responsible for airport certification related duties. (Ref. 139.215c).

1. Maintenance Supervisor
2. ARFF Training Coordinator
3. Midwest Aviation FBO
4. (Airlines)
5. (ATCT and Airway Facilities Office if on the airport)

Airport Sign Plan:

1. Airport Manager Office copy of the ACS only

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AIRPORT CERTIFICATION SPECIFICATIONS
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SECTION 100 -- GENERAL

A. AREAS AVAILABLE FOR AIR CARRIERS

1. MOVEMENT AREAS AVAILABLE FOR AIR CARRIERS

The following movement areas are available for use by air carrier aircraft with over 30 passenger seats:

Runway 2-20 and associated taxiways
Runway 13-31 and associated taxiways

2. APRON AREAS AVAILABLE FOR AIR CARRIERS

The Airline Apron is the only apron available for air carrier aircraft with over 30 passenger seats.

3. AREAS NOT AVAILABLE FOR AIR CARRIERS

The following areas are not available for use by air carriers:

General Aviation Apron and connecting stub taxiways
T-Hangar area

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SECTION 113 -- DEVIATION TO PART 139 REQUIREMENTS

A. DEVIATION

In an emergency condition requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, Plainview Municipal Airport may deviate from an operations requirement of Title 14 CFR part 139, Subpart D, to the extent required to meet the emergency.

B. REPORT

In the event of a deviation, the Airport Manager will submit a report in writing to the FAA as soon as practical within 14 days, stating the nature, extent, and duration of the deviation.

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SECTION 200 -- AIRPORT FAMILIARIZATION

A. ADDRESS

Mailing address: Plainview Municipal Airport
1100 Airport Road
Plainview, MO 65726

B. LOCATION

Plainview Municipal Airport is located just south of Plainview, Missouri.

C. AIRPORT OPERATOR

Plainview Municipal Airport is owned and operated by the City of Plainview.

D. RUNWAY AND TAXIWAY IDENTIFICATION SYSTEM

The runways at Plainview Municipal Airport carry the standard magnetic heading identification which is as follows:

Runway 2-20 - 6500 feet by 150 feet
Runway 13-31 - 4450 feet by 75 feet

Taxiways are identified by a single letter and include the following:

Taxiway A - Parallel to Runway 2-20
Taxiway B - Parallel to Runway 13-31
Taxiway A1, A2, A3, A4 - Stub taxiways for Taxiway A
Taxiway B1, B2 - Stub taxiways for Taxiway B

E. APRONS

The apron areas at the airport are as follows:

Airline Apron - 600 x 300 feet
General Aviation Apron - 1000 x 300 feet

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SECTION 215 -- MAINTENANCE/AMENDMENT OF ACS

A. MAINTENANCE OF ACS

As required by 139.215, airport management will comply with the following:

1. Keep the ACS current at all times. The Airport Manager is responsible for maintaining currency of the ACS.

2. Maintain the official copy of the ACS at the Airport Manager's Office.

3. Furnish an FAA approved and current copy of the ACS to the personnel directly responsible for implementation of the ACS.

4. Make the official copy of the ACS available for inspection by the FAA.

5. Provide the FAA with one complete and current copy of the ACS.

B. ACS REVISIONS

The following procedure is in effect for revisions or amendments to the ACS:

1. Two copies of the revision will be submitted to the following address:
   (Central Region Address)
   Federal Aviation Administration
   Airports Division, ACE-625
   601 E. 12th Street
   Kansas City, MO 64106

2. Amendments to the ACS are significant changes to the ACS concerning method of compliance to part 139 requirements and will be submitted to the FAA prior to implementing the change. Revisions will be submitted as needed to maintain currency of the ACS.

3. The ACS Page Revision Log will be completed and submitted with the revision.

4. Each page of the revision, including the Page Revision Log, will have the date of the revision.

5. Upon FAA approval, copies of the approved revision will be made and distributed to holders of the Airport Certification Specifications Listed on the Distribution List.

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SECTION 303 -- PERSONNEL

A. LINES OF SUCCESSION OF OPERATIONAL RESPONSIBILITY

The following is the lines of succession of airport operational responsibility:

Airport Manager
Administrative Assistant
Airport Maintenance Supervisor
Maintenance Technicians

B. PERSONNEL REQUIREMENTS

Plainview Municipal Airport will maintain sufficient qualified personnel to comply with the requirements of the Airport Certification Specifications and the applicable parts of Title 14 CFR part 139.

C. KEY PERSONNEL

Mel Bakersfeld, Airport Manager
Tanya Livingston, Administrative Assistant
George Patroni, Airport Maintenance Supervisor
Sparky Anderson, ARFF Training Coordinator

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SECTION 305 -- PAVED AREAS

A. REQUIRED CONDITIONS OF PAVED AREAS

Airport pavement areas available for air carrier operations will be promptly repaired and maintained as follows:

1. Pavement edges will not exceed 3 inches difference in elevation between abutting pavement sections and between full strength pavement and abutting shoulders.

2. Pavement will have no holes exceeding 3 inches in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5 inch diameter circle.

3. The pavement will be free of cracks and surface variations that could impair directional control of air carrier aircraft.

4. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants will be removed promptly and as completely as practicable, except the associated use of materials such as sand and deicing solutions for snow and ice control.

5. Any chemical solvent that is used to clean any pavement area will be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.

6. Pavement will be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

B. MAINTENANCE OF PAVED AREAS

Corrective action will be initiated by the Airport Manager or his designated representative as soon as practical when any unsatisfactory conditions are found in the paved areas. Airport Maintenance personnel are responsible for correction of any unsatisfactory conditions on paved areas. If Airport Management determines that an uncorrected condition in a paved area is unsafe for aircraft operations, that portion of the airport will be closed to aircraft operation until the unsafe condition is corrected.

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SECTION 309 -- SAFETY AREAS

A. SAFETY AREA DIMENSIONS

(Use this paragraph if safety areas meet FAA standards)

Safety area dimensions conform to FAA standards in AC 150/5300-13, *Airport Design*.
Safety area dimensions are as follows:

Runway 13-31 - 250 feet from centerline and 1000 feet off each end.
Runway 2-20 - 250 feet from centerline and 1000 feet off each end.
Taxiways - 85 feet from the centerline.

(Use this paragraph if safety areas do not meet FAA standards)

Safety areas are maintained at the dimensions that existed on December 31, 1987. If a runway or taxiway is reconstructed or a runway is extended, safety area dimensions will conform to FAA standards in AC 150/5300-13, *Airport Design*, to the extent practicable. Safety area dimensions are as follows:

Runway 13-31 - 250 feet from centerline and 1000 feet off each end.
Runway 2-20 - 250 feet from centerline, 1000 feet at the Runway 2 approach end, 200 feet at the Runway 20 approach end.
Taxiways - 85 feet from the centerline, except for the east side of the Taxiway B safety area at the intersection with Taxiway D. A drainage ditch parallel to Taxiway D, on the south side, extends into the Taxiway B safety area to within 20 feet of the pavement edge. This drainage ditch existed on 12/31/87.

FAA Note: A map may need to be included as an attachment to depict the safety areas when they do not meet FAA safety area design standards.

B. REQUIRED CONDITIONS OF SAFETY AREAS

Existing safety area conditions are maintained as follows:

1. Each safety area is cleared and graded, and will be maintained free of potentially hazardous ruts, humps, depressions, or other surface variation.

2. Each safety area is drained by grading and storm sewers to prevent water accumulation.

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3. Each safety area is capable under dry conditions of supporting aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole and duct covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.

4. No objects are located in any safety area, except for objects that need to be located in the safety areas because of their function. These objects are constructed, to the extent practicable, on frangible mounted structures of the lowest practical height with the frangible point no higher than 3 inches above grade.

C. MAINTENANCE OF SAFETY AREAS

Corrective action will be initiated by Airport Maintenance staff as soon as practical when any unsatisfactory conditions are found in the safety areas. Airport Maintenance personnel are responsible for correction of any unsatisfactory conditions in safety areas.

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SECTION 311 -- MARKING AND LIGHTING

A. RUNWAY/TAXIWAY MARKINGS

Runways and taxiways are marked in accordance with Advisory Circular 150/5340-1G, *Standards for Airport Marking*. Runways and taxiways at the Plainview Municipal Airport are marked as follows:

1. Runway 2 - Precision Instrument Runway.
2. Runway 20 - Nonprecision Instrument Runway
3. Runway 13-31 - Nonprecision Instrument Runway
4. Taxiways - Centerline markings, leadoff lines on normally used exits, continuous type edge markings along paved shoulders, and dashed type edge markings along the portion of Taxiway A which is contiguous to the Terminal Apron.

B. HOLD POSITION MARKINGS

The aircraft approach category/airplane design group category for Runway 2-20 is C-V. All hold position markings are located 261 feet from runway centerline. The aircraft approach category/airplane design group category for Runway 13-31 is B-IV. All hold position markings are located 250 feet from centerline. All hold position markings are highlighted in black to increase conspicuity.

C. LAND AND HOLD SHORT OPERATIONS (Where Applicable)

LAHSO hold positions are identified with a hold position marking and hold signs on both sides of the runways. During night operations, at least one hold sign must be functional and lighted for LAHSO to be conducted.

Existing LAHSO Until 7/17/2000

Runway	Hold Point	Designation
02	13/31	Non ACR Day/Night
13	2/20	Non ACR Day/Night

Planned LAHSO After 7/17/2000

Runway	Hold Point	Designation
02	13/31	Non ACR Day/
13	2/20	Non ACR Day

LAHSO lighting systems will not be installed at the airport and Non ACR Night LAHSO will be discontinued after July 17, 2000.

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D. AIRFIELD SIGNS

Taxiway guidance signs required by part 139.311(a)(3), holding position signs required by part 139.311(a)(4), and ILS hold position signs required by 311(a)(5), are installed in accordance with the Sign Plan included as Appendix B. The signs meet standards in AC 150/5340-18C, *Standards for Airport Sign Systems*, and also meet sign specifications in AC 150/5345-44F, *Specifications for Taxiway and Runway Signs*.

E. RUNWAY/TAXIWAY LIGHTING

Runway lighting at Plainview Municipal Airport is in accordance with standards in the current edition of AC 150/5340-24, *Runway and Taxiway Edge Lighting System*, to meet the specifications for the lowest approach minimums authorized for the runway. Runway and taxiway lighting at the airport is as follows:

Runway 2-20 - High Intensity Runway Lights (HIRL)
Runway 13-31 - Medium Intensity Runway Lights (MIRL)

Runway lights are split white/amber to mark the caution zone on the last 2000 feet of each end of all runways for NPI and PIR approaches.

Taxiway edge lighting are installed on all taxiways available for air carrier operations.

F. AIRFIELD GENERATOR (IF AVAILABLE)

To ensure a constant source of power for airfield lighting, the City maintains a diesel generator as a secondary power source to commercial power for Runway 2-20 lighting and NAVIDS.

G. APPROACH LIGHTING SYSTEMS

Approach lighting systems at the Plainview Municipal Airport, provided and maintained by the airport, are as follows:

REILs - Both ends of Runway 13-31
VASI installed on Runway 13

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FAA owned and maintained NAVAIDS at the Plainville Municipal Airport are as follows:

Localizer, glide slope, and MALSR for Runway 2
VASIs for Runway 2 and 20
ODALs for Runway 20

H. OBSTRUCTION LIGHTING

Obstructions to Title 14 CFR part 77 surfaces are lighted except for those obstructions that an FAA aeronautical study has determined to be unnecessary. Airport owned obstructions that are lighted on the airport are as follows:

1. Airport beacon.
2. Primary wind cone.
3. Supplemental wind cone at the south end of Runway 20.
4. Pavement sensor system RPU between Runway 2-20 and Taxiway A

Lighted obstructions on the airport which are maintained by the FAA are as follows:

1. Localizer antenna (2)
2. Glipe Slope (2)
3. ATCT (2)

Lighted obstructions on the airport which are maintained by the Weather Service are as follows:

1. Weather instruments tower on the east side of the airport.

I. AIRPORT BEACON

The airport is equipped with a rotating beacon with a green and white lens, located on the south edge of the GA Apron.

J. OTHER AIRPORT LIGHTING

All other lighting on the airport for aprons, parking areas, roadways, fuel storage areas, and buildings, is adjusted or shielded to prevent interference with air traffic control and aircraft operations.

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K. MAINTENANCE OF MARKING & LIGHTING

Each marking and lighting system installed on the airport that is owned by the airport will be properly maintained by cleaning, replacing, or repairing any faded, missing, or nonfunctional item. Marking and lighting items will also be maintained unobscured, clearly visible, and each item will provided an accurate reference to airport users. In addition, each lighting system will be maintained at least to the minimum operational criteria listed in Appendix 1, Table 7, of AC 150/5340-26, *Maintenance of Airport Visual Aid Facilities*. The operating limits for lighting systems before a system is considered inoperable are as follows:

Runway edge lights
- 85% operable for Cat 1 or lower

Runway end/threshold lights
- 75% operable and no more than two lights inoperable at any runway end

Taxiway edge lights
- 85% operable

In order to provide continuity of visual guidance, the allowable percentage of inoperable lights will not be in such a way as to alter the basic pattern of the lighting system. In addition, an inoperable light will not be adjacent to another inoperable light.

Corrective action will be initiated by Airport Maintenance personnel when any unsatisfactory conditions are found in the marking or lighting systems.

If the above operating limits cannot be maintained, and airport management determines that the outage may not provide an accurate reference to airport users, information concerning the outage will be disseminated locally to the ATCT and airlines. If an entire light system is inoperable or of service, A NOTAM will be issued in accordance with procedures in Section 339 of this manual.

FAA Note: AFSS may not accept NOTAMs for partial light outages, inoperable signs, etc. In these situations, airport conditions not in accordance with FAA maintenance criteria should be disseminated locally to the ATCT and airlines to meet requirements of 139.339(a) and 139(c)(9).

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SECTION 319 -- AIRCRAFT RESCUE & FIREFIGHTING

A. AIRPORT RESCUE & FIREFIGHTING EQUIPMENT

ARFF equipment at Plainview Municipal Airport consists of the following:

1. Primary ARFF Vehicle
   1981 Oshkosh T-6
   1585 gallons water/205 gallons AFFF
   Roof Turret Discharge Rate - 400/800 gpm
   Bumper Turret Discharge Rate - 300 gpm
   Equipped with two 120 BC rated dry chemical extinguishers

2. Backup ARFF Vehicle
   1975 Fire Boss Skid Unit
   50 gallons premix AFFF solution/450 lbs dry chemical

B. ARFF PERSONNEL

ARFF service for the occasional air carrier operations with over 30 passenger seat aircraft is provided by the Plainview Fire Department. A total of nine firefighters are designated as ARFF personnel. The Airport is closed to air carrier operations with over 30 passenger seats without prior permission. Prior permission is required at least 24 hours in advance of an air carrier operation. Information on obtaining permission is provided in the Airport/Facility Directory. When an air carrier is granted permission to operate into Plainview Municipal Airport, the following procedure is initiated:

1. The Airport Manager or designee will notify the ARFF personnel so at least one of the designated ARFF personnel can be scheduled for airport duty during the air carrier operation. Additional firefighters will supplement the designated ARFF person as determined by the Battalion Chief.

2. The assigned ARFF personnel will conduct aircraft familiarization training on the airline aircraft scheduled to operate into the airport prior to the air carrier operation.

3. An ARFF vehicle operational inspection will be conducted prior to the air carrier operation.

4. The firefighters authorized for ARFF duty will standby at the Airport Fire Station with the ARFF vehicle, at least 15 minutes prior to the scheduled arrival until 15 minutes after departure. If departure will be scheduled at a later time, the

standby will be discontinued until 15 minutes prior to the scheduled boarding time. Firefighters will be equipped with protective clothing and Self Contained Breathing Apparatus (SCBA) meeting NFPA standards.

C. ARFF TRAINING

ARFF personnel will receive initial and recurrent training, in accordance with the training curriculum that provides instruction in the areas addressed in AC 150/5210-17*,* *Programs for Training of Aircraft Rescue and Firefighting Personnel*. The Fire Department Training Officer is responsible for administering the ARFF training program and maintaining records. Training records are maintained for the designated ARFF personnel.

(Alternate Training Program)

ARFF personnel will receive initial and recurrent training to provide them with the knowledge and skills necessary to perform aircraft rescue and firefighting operations at the airport. In addition to the regular fire department training program, firefighters authorized for airport duty will receive airport related training in the following subjects:

1. Airport Familiarization
2. General Aircraft Familiarization
3. Airline Aircraft Familiarization (Aircraft which use or may use the airport)
4. Operation of the airport ARFF vehicles
5. Basic Aircraft Rescue and Firefighting (IFSTA Aircraft Manual-3rd Edition)
6. Airport Emergency Response Procedures
7. Firefighter Safety (Include if airport maintenance provides ARFF)

D. VEHICLE COVER & MAINTENANCE

The ARFF vehicle is housed in a heated fire station adjacent to the Terminal Building. The ARFF vehicle is maintained so as to be operationally capable of performing its intended functions. Scheduled service inspections and routine maintenance are performed by Airport Maintenance staff. Maintenance, or repairs that cannot be accomplished at the airport, are completed at the Public Works Department or a local truck dealer. If the ARFF vehicle becomes inoperative to the extent that it cannot perform its required functions for a planned charter operation by an over 30 passenger seat aircraft, the backup ARFF vehicle will be used. In the event that both ARFF vehicles are out of service, the Airport Manager will notify the FAA Airports Division, Central Region, (816) 426-4721/4722. During non-business hours notification will be made to the FAA Regional Operations Center, Central Region, (816) 426-4600 or 1-800-452-9202, and an Airport Certification Inspector will be contacted.

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SECTION 321 – FUELING OPERATIONS AND FACILITIES

A. FUELING AGENTS

The following fueling agents operate at the airport:

1. Midwest Aviation

B. FIRE SAFETY FUEL HANDLING STANDARDS

Fire safety fuel handling standards have been established at Plainview Municipal Airport for safety in storing & handling of fuel, and fueling agents are required by lease to comply with the fire safety standards. The fire safety standards are as follows:

Fuel Storage Areas and Unloading/Loading Stations

1. Fuel storage areas will be fenced, locked when unattended, and posted with signs to reduce chance of unauthorized entry and/or tampering.

2. Fuel storage areas and unloading/loading stations will be posted with "No Smoking" signs.

3. Fuel storage areas and unloading/loading stations will be free of materials, equipment, functions, and activities that could be ignition sources.

4. Piping will be underground or reasonably protected from damage by surface vehicles.

5. Fuel storage areas and unloading/loading stations will be equipped with a minimum of two accessible fire extinguishers, at least 20 lbs-BC rated.

6. Electrical equipment, switches, and wiring in fuel storage areas and unloading/loading stations will be explosion proof and reasonably protected from heat, abrasion, or impact which could cause an ignition source.

7. Piping, filters, tanks, and electrical components will be electrically bonded together and interconnected to an adequate ground.

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8. Unloading/loading stations will be equipped with bond/ground wire with appropriate clip for grounding tankers and mobile fuelers.

9. Loading stations will be equipped with a deadman control feature.

10. Loading stations will be equipped with a boldly marked emergency cutoff capable of stopping all fuel flow with one physical movement.

Mobile Fuelers

11. Mobile fuelers will be marked with letters at least 3 inches high on all sides to show flammability, and display standard hazardous material placards. A "NO SMOKING" sign will be posted in the cab. Smoking equipment such as cigarette lighters and ash trays shall not be provided, and shall be rendered inoperable if procured.

12. Mobile fuelers will be equipped with a minimum of two fire extinguishers, at least 20 lbs-BC rated, each accessible from a different side.

13. Mobile fuelers will be equipped with a system capable of overriding all other controls and stopping all fuel flow with one physical movement. Emergency fuel cutoffs should be boldly marked. Mobile fuelers will also be equipped with a tank bottom outflow cutoff valve that can block fuel flow in the event of piping rupture or valve failure.

14. Fuel tanks on mobile fuelers will be equipped with gasket dome covers that contain an emergency vapor pressure relief valve and are adequate to prevent fuel spillage during vehicle movement.

15. Electrical equipment, switches, and wiring in mobile fuelers, will be explosion proof and be reasonably protected from heat, abrasion, or impact which could be an ignition source.

16. Mobile fuelers will be equipped with bonding wires/clamps to facilitate prompt, definite electrical bond connection to aircraft during fueling operations.

17. Fuel systems on mobile fuelers will have electrical continuity between all metallic or conductive components.

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18. Fuel system piping on mobile fuelers and cabinets will be reasonably protected from impact/stress that could cause fuel spillage.

19. All nozzles on mobile fuelers will be controlled by a deadman flow cutoff feature.

20. Mobile fuelers will be equipped with a spark arrestor and leak-free exhaust system terminating in a standard baffled muffler. The exhaust system on mobile fuelers will be routed under the front of the cab or be shielded if under the fuel storage tank to prevent concentrated fumes from contacting the exhaust system if overfilled or leaking.

Fueling Personnel & Management Staff Will:

21. Ensure that appropriate clothing is worn. Garments shall be made of fabric other than silk, polyesters, nylon with wool, or other static generating fabrics. Shoes shall not contain taps, hobnails, or other material that could generate sparks.

22. Ensure that matches or cigarette lighters are not carried, that could become an ignition source if operated, bumped, hit, or dropped.

23. Ensure that fueling is performed only outside, never in a building.

24. Ensure that mobile fuelers are never parked closer than 10 feet from each other or closer than 50 feet from a building, except for fuel truck maintenance facilities approved by the fire marshal. *(FAA note: These distances can be reduced with approval by the local fire marshal due to space limitations and apron layout. At some airports fuel truck parking may be more of a hazard to taxiing aircraft if located 50 feet from all buildings.)*

25. Ensure that all fuel systems and mobile fuelers are grounded, or at least bonded between aircraft, tankers, or fuelers, before commencing fuel transfer operations.

26. Ensure that before opening any aircraft or mobile fueler tank or commencing any fueling operation, and at all times during fuel transfer, at least a bonding wire is connected between mobile fueler and loading station or between fueler and the aircraft being fueled.

27. Ensure that all fueling equipment is in good operating condition and free of fuel leaks prior to use.

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28. Ensure that all fuel storage areas and equipment is kept neat and free of trash or debris that could contribute to the spread of fire.

29. Ensure that all fire extinguishers are sealed and charged, and that they are inspected at least annually.

30. Ensure that fuel service operations are suspended when there are lightning discharges in the immediate vicinity of the airport.

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SECTION 323 -- TRAFFIC & WIND INDICATORS

A. WIND CONES

The lighted primary wind cone is located north of the airport terminal building on the west side of Runway 2-20. Another lighted wind cone is located on top of the FBO hangar.

B. SEGMENTED CIRCLE

Plainview Municipal Airport has a segmented circle around the primary wind cone. There are no right hand traffic patterns.

C. MAINTENANCE

The segmented circle and wind cones will be maintained in good operating condition and clearly visible. Corrective action will be initiated by Airport Maintenance staff as soon as practical when any unsatisfactory conditions are found with the segmented circle or wind cones.

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SECTION 327 -- SELF-INSPECTION PROGRAM

A. FREQUENCY OF INSPECTIONS

Full safety inspections are conducted at least once a week on Mondays by airport maintenance personnel. A self inspection checklist will be completed showing unsatisfactory conditions found and corrective actions. Inspections will be conducted for compliance to the criteria listed under Paragraph E of this Section.

Additional safety inspections will be conducted whenever required by the circumstances listed below and an inspection checklist will be completed to document the special inspections.

1. Prior to any planned air carrier operation on days when the weekly safety inspection is not conducted.
2. During and after construction activity on or adjacent to the runway and taxiways.
3. During rapidly changing meteorological conditions which may affect aircraft operations.
4. Immediately after any incident or accident.

In addition to the regularly scheduled weekly safety inspections, daily runway checks are conducted first thing in the morning to check for any unsafe conditions that may be present. A checklist is not completed for the daily runway checks.

B. RECORDS

A copy of the Airport Safety Inspection Checklist used for documenting inspections is included as Attachment 327-1. Inspection records will be kept on file in the Airport Manager's office for at least six months. Inspection records will show the conditions found and all corrective actions taken.

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C. TRAINING

The Airport Maintenance Department Supervisor is responsible for training the safety inspection personnel to ensure that qualified personnel perform the inspections. In addition to On-The-Job Training, a training program has been established and includes initial and recurrent training in the following subjects:

1. Part 139
2. Airport Certification Specifications procedures
3. Airport Familiarization
4. Inspection Techniques and Record Keeping
5. Advisory Circulars for Marking, Lighting, and Sign Standards
6. Ground Vehicle Operations and Communications

D. REPORTING SYSTEM

Unsatisfactory conditions listed in Paragraph E of this section, that are noted during safety inspections, will be recorded on the inspection checklist for prompt corrective action by the Airport Maintenance Department. Unsatisfactory conditions that cannot be promptly corrected will be disseminated by NOTAM if determined potentially unsafe by the Airport Manager or his designated representative. If AFSS will not accept the NOTAM, information on the potentially unsafe condition will be disseminated locally to the ATCT and airlines. Any airport tenants affected by a potentially unsafe condition will receive a faxed copy of the NOTAM/Condition Report issued, or be notified in person or by phone. Unsatisfactory conditions on FAA NAVAIDs will be reported to the Airway Facilities Field Office. If unsatisfactory conditions on FAA NAVIDS continue to exist after notification, the Airport Manager will notify the FAA airport certification staff.

E. AREAS INSPECTED DAILY AND UNSATISFACTORY CONDITIONS NOTED

Pavement Areas

1. Pavement lips exceeding 3 inches.
2. Holes exceeding 3 inches deep and 5 inches across.
3. Cracks or surface variations which could impair directional control of aircraft.
4. Presence of snow, ice, slush, standing water or ponding.
5. Presence of mud, excessive sand, loose aggregate, rubber deposits, or other debris.

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Safety Areas

1. Potentially hazardous ruts, depressions, humps, erosion, or other surface variations.
2. Objects in safety areas, other than those required by function.
3. Mounting bases on authorized objects in safety areas in which the frangible point exceeds 3 inches above grade, including FAA NAVAIDs.
4. Ponding of water or plugged drains.
5. Removed or missing manhole covers.
6. Snowbanks in such a height that all air carrier propellers, engine pods, and wingtips will not clear the snowbanks when the aircraft's landing gear located at any point along the full strength edge of the pavement.

Pavement Markings

1. Markings which are not clearly visible and in good condition.
2. Markings which are not in accordance with standards in AC 150/5340-1G.

Guidance Signs

1. Signs not in accordance with the Sign Plan.
2. Signs not in accordance with standards in AC 150/5340-18C.
3. Signs not in accordance with specifications in AC 150/5345-44F.
4. Inoperable lighting.
5. Damaged, missing, or obscured signs.
6. Missing or nonfunctional LAHSO hold sign.
7. Concrete base or frangible point more than 3 inches above grade.

Hold Positions

1. Signs not in accordance with standards in AC 150/5340-18C & 150/5345-44F.
2. Marking not in accordance with standards in AC 150/5340-1G.
3. Hold markings not clearly visible.
4. Damaged, missing, inoperable, or obscured hold signs.
5. Damaged, missing, inoperable, or obscured LAHSO hold signs.

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Lighting

1. Lights not in accordance with standards in AC 150/5340-24
2. Lighting systems not maintained in accordance with Appendix 1, Table 7 of 150/5340-26.
3. Lights obscured, dirty, missing, or out of adjustment.
4. Lighting system inoperable, including Pilot Control Lighting systems.
5. More than 15% of lights out on runway edge light system for Cat1 or lower.
6. Two or more runway edge lights out in a row. (Missing fixtures at intersections are counted as inoperable lights.)
7. Two or more threshold/runway end lights out on a runway end.
8. More than two adjacent taxiway lights out/more than 15% out in a taxiway system.
9. Inadequate shielding of apron, parking, and roadway lighting.

NAVAIDS

1. Inoperable rotating beacon.
2. Inoperable NAVAIDS, including radio controlled operation.
3. Inoperable lighting on wind direction indicators.
4. Deteriorated, faded, or stuck wind sock.
5. Segmented circle not clearly visible or obscured.
6. Objects, vegetation, or snow which may affect NAVAID signals.

Obstructions

1. Inoperable obstruction lights.
2. New construction nearby which may affect aircraft operations or NAVAIDS.

Fueling Operations (Periodic)

1. Inoperable bonding cables/clips.
2. Fire extinguishers missing on mobile fuelers and at the fuel farm.
3. Fire extinguishers not sealed, charged, and in place.
4. Fuel leaking.
5. Fuel farm or fuel storage areas unlocked.
6. "No Smoking" signs missing.
7. Presence of trash or weeds in fuel storage area.

Airfield Construction Areas

1. Barricades not in place or too high to provide adequate clearance for aircraft.
2. Warning lights inoperable.
3. Marking of construction vehicle routes inadequate.
4. NOTAMS not current.
5. Construction equipment parked or operating in unauthorized areas.
6. Marking, lighting, or sign systems being installed contrary to FAA standards.

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Fencing

1. Perimeter fencing down, gates open, or signs missing.
2. Apron fencing down, gates open, or signs missing.

Wildlife Hazards

1. Presence of birds, deer, coyotes or other wildlife that could affect safe operations of air carrier aircraft.

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Attachment 327-1
Safety Inspection Checklist

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SECTION 329 -- GROUND VEHICLE OPERATIONS

FAA Note: Limited airports with an ATCT will be required to include ground vehicle operations in the contents of the ACS in the interest of safety and to reduce the potential for runway incursions.

A. AUTHORIZED GROUND VEHICLES

Ground vehicles, authorized by the Airport Manager, to operate on movement areas and safety areas at the Plainville Municipal Airport are limited only to those vehicles necessary for airport operations and include the following type vehicles:

1. Airport owned vehicles equipped with ATCT/Unicom radio.

2. FAA Airway Facility vehicles authorized for maintenance of FAA NAVAIDs.

3. Authorized construction vehicles.

4. Any other vehicle requiring access to movement areas and safety areas when escorted by a properly equipped airport vehicle.

B. GROUND VEHICLE TRAINING

To ensure that employees, tenants, and contractors are familiar with the ground vehicle procedures and consequences of noncompliance, the following training program has been established at the airport:

1. The training program for ground vehicle operators consists of a two tiered level. The Airport Maintenance Supervisor is responsible for training employees authorized to operate a vehicle on the movement areas. Employees authorized to operate on the apron only must attend an orientation training session on the applicable ground vehicle rules and procedures and the consequences of noncompliance. Employees authorized to operate on the movement area are required to participate in a more extensive training program which includes on-the-job training and the following classroom subjects:

    a. Review of the applicable portions of the FAA guidebook titled, "A Guide to Ground Vehicle Operations on the Airport".

    b. Review of the Airport ground vehicle procedures and consequences of noncompliance to the ground vehicle procedures.

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c. Viewing the videotapes, "Aircraft Surface Movement" and "Dangerously Close",

d. Airport familiarization and aircraft operations.

2. Other individuals (such as contractor personnel) who are authorized to operate a vehicle on the taxiways or runways are escorted by qualified personnel or required to attend the above training session prior to operating a vehicle on the aircraft movement area. Copies of the airport ground vehicle procedures are distributed to all employees authorized to operate a vehicle on movement areas or areas adjacent to movement areas.

C. VEHICLE ACCESS CONTROL

Access onto the apron is controlled by gates and signs. Access through outer perimeter gates is controlled by padlocks. Only persons authorized by the Airport Manager are issued keys. "No Trespassing - Violators will be Prosecuted" signs are posted on all gates including outer perimeter gates.

D. PROCEDURES FOR GROUND VEHICLE OPERATIONS

1. Ground vehicles at the Plainville Municipal Airport are required to operate under the procedures established by the Airport Manager.

2. Operators of any radio equipped vehicles on the movement areas must be trained and familiar with airport radio procedures prior to operating on movement areas. The vehicle beacon, if equipped, will be operated at all times while on movement areas.

3. Vehicle operators must obtain ATCT clearance before operating on the movement area and prior to operating on active runways or runway safety areas.

4. During periods when the ATCT is closed, vehicle operators shall stop at all hold lines and visually check both approaches before they cross or enter an active runway. Operators will announce their intentions on the Unicom radio, when operating on the runways or runway safety areas.

5. Vehicle operators at all times must monitor the radio when on movement areas

and safety areas adjacent to the movement areas.

6. The direction of travel on runways will generally be with the wind, when practical, in order to provide better viewing of the runway approach.

7. Aircraft have the right-of-way on movement areas and aprons. Vehicles are required to yield to all moving aircraft.

8. Movement areas or areas adjacent to movement areas under construction will be closed to aircraft operations if possible. Construction equipment, which must operate on active movement areas, will be controlled by flagmen or radio equipped escort vehicle. Operators of construction equipment will be briefed on their procedures for operating on or near movement areas.

FAA Note: Additional procedures may be required for specific airport needs. In addition, the Letter of Agreement with the ATCT for control of the airport movement area is expected to be incorporated into the ACS as an attachment to this section.

E. CONSEQUENCES OF NON-COMPLIANCE

Enforcement of the ground vehicle regulations applicable to airport employees, tenants and contractors shall be handled by the Airport Manager or his designee. The Airport Manager will take appropriate enforcement action depending on the nature and severity of the offense. The following enforcement actions are available at the discretion of the Airport Manager:

1. Oral reprimand
2. Written reprimand or warning letter
3. Recurrent training
4. Loss of authorization to operate a vehicle on the apron or movement area..
5. Personnel actions for City employees

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Attachment 329-1
ATCT Letter of Agreement for Control of Airport Movement Area

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SECTION 339 -- AIRPORT CONDITION REPORTING

A. AIRFIELD SURFACE CONDITION CHECKS

Airport Maintenance personnel conduct surface condition checks during snow and ice conditions. Friction surveys are conducted using a Tapley decelerometer. A minimum of three friction surveys are conducted in the touchdown, midpoint, and roll out zones for each runway in the direction of landing and the MU values are averaged for each zone. MU values below 40 are disseminated utilizing the NOTAM system. Snow and ice conditions are recorded on the NOTAM form and reported to the ATCT or AFSS.

B. PERSONNEL AUTHORIZED TO ISSUE NOTAMS

Personnel in the following positions are authorized to issue NOTAMS to AFSS, or disseminate airport conditions locally to the ATCT and airlines:

1. Airport Manager
2. Airport Maintenance Supervisor
3. Airport Maintenance Technicians

Names of the authorized personnel are supplied to the AFSS and kept current.

C. CONDITIONS REQUIRING A NOTAM OR LOCAL DISSEMINATION

The following airport conditions that may affect the safe operations of air carriers will be disseminated to the AFSS by NOTAM, or disseminated locally to the ATCT and airlines if AFSS will not accept the condition information for NOTAM distribution.

1. Construction or maintenance activity on movement areas, safety areas, or apron areas.

2. Surface irregularities on movement areas or apron areas.

3. Snow, ice, slush, or water on movement areas or apron areas.

4. Snow piled or drifted on or near movement areas in such a height that all air carrier aircraft propellers, engine pods, rotors, and wingtips will not clear the snowdrift or snowbanks as the aircraft's landing gear traverses any full strength portion of the movement area.

5. Objects on the movement area.

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6. Objects in safety areas other than those required by function, and where the frangible point is over 3 inches above grade.

7. Potentially hazardous ruts, humps, depressions, holes or other surface variations in safety areas.

8. Malfunction of any required lighting system.

9. The following light outage conditions will be disseminated locally to the ATCT and the airlines:

    i. Less than 85% runway edge lights operable.
    ii. Runway light outages that alter the basic pattern of the lighting system.
    iii. Two or more threshold lights out at a runway end.
    iv. Less than 85% taxiway edge lights operable.
    v. Taxiway light outages that alter the basic pattern of the lighting system.
    vi. Inoperable signs under the following conditions:
        - Missing hold position sign or panel.
        - A taxiway guidance sign or panel is missing on a commonly used taxiing route where the taxiing route changes direction.
        - Missing or inoperable LAHSO hold sign.

10. Unresolved wildlife hazards.

11. Non-availability of any required rescue and firefighting capability.

12. Any other condition that may otherwise adversely affect the safe operations of air carriers.

D. NOTAM/AIRPORT CONDITION REPORTING RECORDS

A copy of the NOTAM/Condition Report form has been included as Attachment 339-1. The procedure for issuing NOTAMS/Airport Condition Reports is as follows:

1. A NOTAM/Airport Condition Report form will be completed prior to issuing the NOTAM to AFSS, ATCT and airlines.
2. Initials of personnel contacted will be recorded on the form along with time of notification.
3. A copy of the NOTAM/Airport Condition Report will be provided to the airlines.

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Date:

Attachment 339-1
NOTAM/Airport Condition Report Form

FAA Approved

Date:

APPENDIX A -- AIRPORT MAP

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Date:

APPENDIX B -- SIGN PLAN

FAA Approved

Date: